

Proposal 14560 – Adaptive Traffic Control in Council Bluffs

Questions and Responses

- Q1)** Coordination for an appropriate method for 2.1.1-06 will be required unless you can publish a standard method for communicating that the ASCT should stop operation. Regardless, we would have to implement software on our side to enable 2.1.1-06.
- R1)** In Table 2 – Mandatory FHWA System Requirements, 2.1.1.0-6 has been removed from this RFP.
- Q2)** We request a two week extension of the proposal deadline, due to the short timeframe to prepare a comprehensive proposal and to ensure that the DOT receives the best response from all vendors.
- R2)** The DOT will be extending the deadline by 2 weeks. Please see addendum 1 posted to our website for dates.
- Q3)** Can the requirements matrices be provided in Excel Spreadsheet format? This includes the mandatory requirements (Table 1 and Table 2), as well as the desired requirements in Appendix A?
- R3)** The Bidder can copy the tables and paste them into excel if they would like. But they are not intended to respond to each requirement line by line.
- Q4)** Requirement 3.0-1 states that the ASCT shall support external interfaces. Can the DOT elaborate on this? What external interfaces shall the ASCT support?
- R4)** The Bidder shall elaborate on what external interfaces they support.
- Q5)** At the bottom of page 51, what is meant by Internet Service?
- R5)** Any Vendor hosted software or Vendor issued software that connects to the internet shall be secure and protected from Trojan horses, worms, viruses or other disabling devices.
- Q6)** In section 31, Table 1, Requirement 14.0-3, is it envisioned that the M50(s) will be required to run adaptive using the proprietary firmware already installed on the controller?
- R6)** No it does not have to run adaptive using the proprietary firmware already installed.

- Q7)** In Section 3.2, Figure 2, Bullet 1 (South Expressway), what types of detection exist at this location to facilitate the expressed goal of preventing traffic from backing up onto the freeway? It's likely advance or queue detectors would be required to achieve this result.
- R7)** The system should work with loops, video, and radar. If changes to detection zones need to be made to optimize the system, this will be the responsibility of the City. As stated in page 32 3.5.4 "assume all detection and communication is provided by the agencies"
- Q8)** In section 3.2, Figure 2, Bullet 2 (Kanesville Boulevard), there are multiple intersections running through this single controller, is there a phase diagram/timing plan available for this location? (Which run on the same controller?)
- R8)** Phasing diagrams are provided in Appendix B.
- Q9)** In Table 2, Requirement 2.1.1.0-6, the requirement states that controllers to operate "non-adaptively" when commanded by TACTICS. Does this mean the client is only interested in solutions fully supported by Siemens?
- R9)** See response to question 1.
- Q10)** In Table 2, Requirement 13.3-1.0-2, this requirement would tend to favor a single vendor. Is the ASCT the central system?
- R10)** The document is missing the precursor to both 13.3-1.0-1 and 13.3-1.0-2: *The ASCT shall take user-specified action in the absence of valid detector data from a user-defined number of vehicle detectors within a group.* Time of day can be provided various ways, please provide how you handle the absence of valid detector data. Some examples may include but are not limited to by using historical averages to develop plans in replacement of detector data, using the pre-programmed plans in the current system, or programing time-of-day plans in the adaptive central system.
- Q11)** In Section 3.2.1 and 3.4.2, do the maintenance and support periods begin upon final project acceptance or at the end of the 18 month duration shown in the procurement timetable (assuming final acceptance is earlier)?
- R11)** The periods begin upon the completion of South Expressway in January 2016.
- Q12)** Will detection and communication on both corridors be in place upon NTP? If not, when will detection and communication be in place on each corridor?
- R12)** Detection is in place on the South Expressway. Detection will be upgraded as part of a separate contract for Kanesville based on recommendations from the awarded bidder. Communication is in place on both corridors for all signals.
- Q13)** Who is responsible for verifying communications between controllers and central; what type of communications are currently being used?
- R13)** Communication is in place and verified at all locations. Communication is Ethernet over fiber.
- Q14)** What type of detection exists; will be available for adaptive operations? Are there any diagrams with detection layout for each corridor?
- R14)** The system needs to work with loops, video, and radar. For Kanesville the city will evaluate the detection based on the selected system and develop a separate contract to add additional detection as part of a separate contract. Diagrams will not be provided.

- Q15)** Who is responsible for detectors if needed to enhance adaptive operations?
- R15)** The system should work with loops, video, and radar. If changes to detection zones need to be made to optimize the system, this will be the responsibility of the City. As stated in page 32 3.5.4 “assume all detection and communication is provided by the agencies.”
- Q16)** Who verifies the accuracy of existing detection prior to adaptive operations turn on?
- R16)** The vendor will need to verify that the accuracy of the detection is adequate prior to adaptive operations turn on. The vendor should state in the proposal the type, location and accuracy of detection necessary to allow their system to meet the ASCT requirements. Detection inadequacies will be addressed once the requirements of the selected system are known. All detection will be provided by the agencies.
- Q17)** Do the intersections currently operate in coordination?
- R17)** Yes
- Q18)** Are existing timing plans available for review prior to submission date? Are there any transit or emergency preemption in these corridors?
- R18)** Timing plans will not be available. Phasing diagrams are provided in Appendix B. There is emergency preemption at all locations, but currently not transit preemption on the corridors. It is desirable to have a system that works with transit calls, but not required.
- Q19)** Will City or DOT make number of M50 controllers (e.g., 5) available for use during transition to the ASCT?
- R19)** Up to five M50 controllers will be available.
- Q20)** Do the existing M50 controllers have data key ports/readers?
- R20)** Please refer to Appendix B for the pictures of the cabinets, some but not all M50s have data key ports.
- Q21)** Should a certificate of insurance be included with the proposal?
- R21)** Proof of Insurance will need to be provided to the City of Council Bluffs and approved by the City of Council Bluffs by the awarded bidder.
- Q22)** In Section 1.2.3, please clarify if “contractor” should be modified to be a “supplier/distributor/consultant/vendor”?
- R22)** Contractor is in reference to the successful bidder, once contracted. This definition will stand.
- Q23)** In section 6.11, “Contractors Insurance Requirements” reflects insurance for a contractor, not that of a supplier/distributor/consultant/vendor. We request this to be changed to supplier/distributor/consultant/vendor.
- R23)** The insurance only needs to be provided by successful bidder. At the time the successful bidder returns their signed contract, they shall also return with it their certificate of insurance. The successful bidder is the contractor for this project, once the contract is signed by both parties.

- Q24)** In Table 2, 4.0-1, the ASCT shall conform its operation to an external system's operation from the railroad system. Please identify the type and describe the current operation of the "railroad system"
- R24)** The current system responds to an input in the form of a switch closure from the railroad system as trains approach. The current system provides track clearance times as well as dwell and exit phasing and timing options.
- Q25)** In Table 2, 5.0-3, the ASCT shall comply with the City of Council Bluff's security policies. Can you please provide a copy of the City of Council Bluffs IT Security Policy?
- R25)** This will be provided to the awarded bidder.